

04/02/07 Posting Date
Clermont County Transportation Improvement District
Response Due Date: 05/04/07

CCTID Project Group No. 1

The Clermont County Transportation Improvement District (CCTID) is requesting Letters of Interest (LOI) from consultants and subconsultants that are currently prequalified with the Ohio Department of Transportation (ODOT) for Consultant Services for projects listed below that are part of the CCTID Regional Transportation Improvement Plan (CCTID RTIP). Interested firms may respond to one or more of the listed projects in accordance with the LOI requirements specified below.

A Pre-Selection Meeting to provide supporting information relative to the projects contained in this LOI to interested firms will be held on Monday, April 9, 2007 at 1:30 PM at the Miami Township Civic Center, 6101 Meijer Drive, Miami Township, OH 45150.

Please note Pre-Selection Meeting attendance is limited to 2 representatives per interested firm.

LISTING OF PROJECTS:

<u>PID</u>	<u>Project</u>
82555	Eastgate North Frontage Road
82558	Tina Drive Extension
82581	Amelia Olive Branch Relocation – <i>DBE Goal 10%</i>
82582	Old SR 74 Widening - <i>DBE Goal 10%</i>
82590	Bauer Road/SR 32 Intersection
82587	Herold Road/SR 32 Interchange
82586	SR 32 Frontage Road – Bauer Road to Half Acre Road
82588	Batavia Road/SR 32 Interchange Improvements
82589	McKeever/De La Palma Intersections at SR 32
79111	Business 28 – Phase 1 Improvements
82563	SR 28 Improvements (Branch Hill – Guinea Pike to SR 48)
82139	Wolfpen Pleasant Hill Improvements – <i>DBE Goal 10%</i>
82140	SR 28 Improvements – Castleberry Court to I 275
82577	Environmental Services Task Order – <i>DBE Goal 15%</i>
82578	Integrated Traffic Modeling and Simulation Task Order
82579	Real Estate Appraisal & Acquisition Services Task Order
82580	Geotechnical Services Task Order – <i>DBE Goal 15%</i>

Communications Restrictions

Please note the following policy concerning communication with the CCTID and any Board Members during the announcement and selection process:

During the time period between advertisement and the announcement of final consultant selections, the CCTID will not communicate outside of the Pre-Selection Meeting previously mentioned with consultants (or their agents) regarding the status of the selection process, or entertain any communications related to marketing, etc.,. When completed, selections will be announced through the CCTID website at <http://www.tid.clermontcountyohio.gov/>

Permissible communications include project administration activities for authorized agreements, scope and negotiation activities for projects selected but not under contract, training or related activities, and technical or scope of services questions specific to projects posted.

Any questions shall be submitted by e-mail to Steve Wharton at ed3c@fuse.net. All questions will be answered in writing and posted to the CCTID website. No notification of responses will be made and interested parties must check the CCTID website for posted responses.

Mailing Instructions and Addresses

Firms interested in being considered for selection should respond by sending the original and six (6) copies of the LOI to Steve Wharton, CCTID Secretary/Treasurer, 175 E. Main Street - Suite 150, Batavia, OH 45103. LOI submitted to any other address will not be considered.

DBE Goals

It is the policy of the CCTID that Disadvantaged Business Enterprises (DBEs) shall have equal opportunity to compete for and perform subcontracts which the Consultant enters into pursuant to agreements included in this request for LOI. For projects noted as having DBE goal, the Consultant must use good faith efforts to include DBE subconsultants. Consequently, the requirements of Title 49 CFR Part 26 will apply to agreements noted as having DBE goals. For projects with DBE goals, the Consultant must ensure that the DBE subconsultant(s) is performing a "commercially useful function" as defined in CFR 26.55. For projects noted as having DBE goals, at least the listed percent of the agreement shall be subcontracted to certified DBE firms as applicable.

The Consultant LOI must include the percentage of work to be performed by each DBE, and a description of the work to be performed by each. Consultant LOI that do not include the minimum percentage of DBE participation for Projects noted above with DBE goal will be rejected. If selected, the Consultant's price proposal shall reflect required level of DBE participation, or provide an explanation of how the requirement will be met in later phases of the work.

Selection Procedures

The CCTID intends to select consultant services for each of the agreements listed above and further described herein based on an enhanced LOI. CCTID may select more than one consultant services firm for task order projects (Environmental Services; Integrated Traffic Modeling and Simulation; Real Estate Appraisal & Acquisition Services; and Geotechnical

Services). DBE firms are encouraged to submit LOI as prime for task order projects in disciplines where the firm meets prequalification requirements.

The requirements for the LOI and the CCTID Selection Evaluation Rating Form that will be used to select consultants are shown below. Consultants must submit a single LOI for the group of project(s) for which the consultant is expressing interest. The consultant must visit the site of each project listed. A more defined Scope of Services and Requirements will be supplied to the selected Consultant.

Requirements for LOI, CCTID Selection Process

A. General Instructions for Preparing and Submitting a Letter of Interest

- (1) Provide the information requested in the LOI Content (Item B below), in the same order listed, in a letter signed by an officer of the firm. Do not send additional forms, resumes, brochures, or other material unless otherwise noted in the Project Description.
- (2) LOI shall be limited to ten (10) 8 1/2" x 11" single sided pages plus two (2) pages per project for the combined Key Staff and Project Approach, unless otherwise noted in the Project Description. All pages including the transmittal letter count against the limit.
- (3) Please adhere to the following requirements in preparing and binding LOI:
 - a. Use a minimum font size of 12-point and maintain margins of 1" on all four sides. All text shall be black type to facilitate machine copying.
 - b. Page numbers must be centered at the bottom of each page.
 - c. Use 8 1/2 " x 11" bond paper only. No glossy paper.
 - d. Bind LOI by stapling at the upper left hand corner only. Do not utilize any other binding system.
 - e. Do not provide tabbed inserts or other features that may interfere with machine copying.
- (4) LOI must be received by 4:00 p.m. on the due date. LOI received after 4:00 p.m. will not be considered. (Please refer to Mailing Instructions)

B. Letter of Interest Content

The Letter of Interest content shall at a minimum include:

- (1) A list of the Project and PID No. for which the firm is submitting this LOI.
- (2) A brief history of the firm which shall include information pertaining to major areas of expertise and list the types of services for which your firm is currently prequalified by the ODOT.
- (3) A list of representative projects and clients including project costs for contracted projects within the past five (5) years.

- (4) Information relative to insurance coverage of firm which shall include limits and deductions.
- (5) Information relative to specialized surveying/engineering equipment, computer hardware and computer software including ArcGIS capabilities. CCTID will use ESRI® ArcGIS 9.1 platform for the maintenance of all mapping files projected in State Plane, Ohio South, NAD83, NAVD88 with map units of U.S. Survey Feet. Mapping files should be capable of being directly loaded or imported into ArcGIS with no translation, transformation and/or manipulation required by CCTID.
- (6) Provide a description of your Project Approach, not to exceed two pages unless otherwise indicated in the Project Description. Confirm that the firm has visited the site and address your firm's technical approach, understanding of the project, cost containment practices, innovative ideas and any other relevant information concerning your firm's qualifications for the project.
 - a. List the Project Manager and other key staff members, including key subconsultant staff. Include project engineers for important disciplines and staff members that will be responsible for the work and resumes for key personnel.
 - b. List significant subconsultants, their current prequalification categories and DBE / EDGE status, and the percentage of work to be performed by each subconsultant.
 - c. Address the experience of the key staff members on similar projects, and the staff qualifications relative to the selection subfactors noted. For projects that include bridge design (prequalification required in Bridge Design Level 1 or Level 2), address the training and experience of the proposed staff in Load and Resistance Factor Design (LRFD).
 - d. Describe the capacity of your assigned staff and their ability to perform the work in a timely manner, relative to present workload, and the availability of the assigned staff.

C. Available Documents / Previous Studies:

- Clermont County TID Regional Transportation Improvement Program (CCTID RTIP)
- Eastern Corridor Reference
 - Statement of Intent (SOI)
 - Record of Decision For Eastern Corridor Multi-Modal Projects – Tier 1 (ROD)
 - Eastern Corridor Multi-Modal Projects PID 22970 Final Tier 1 Environmental Impact Statement (FEIS)
- Advanced Mitigation
- Environmental Red Flag Reports
- <http://www.easterncorridor.org/>

The above documents and related information is available for electronic download through the CCTID website at <http://www.tid.clermontcountyohio.gov/>

D. ODOT Project Development Process

All projects will follow the ODOT Project Development Process for minor projects. For projects indicated for Steps 1-8, the process is unmodified. For projects indicated for Steps 1-3, a modified process is to be followed for the purpose of obtaining environmental clearance by the end of Step 3. Therefore for those projects following the modified PDP Step 3, the selected Consultant must develop the project to the extent preliminary work limits are established on a preferred alternative and environmental field studies and a Categorical Exclusion (CE) document is completed.

E. Consultant Selection Evaluation Rating Form

CCTID Consultant Selection Evaluation of Consultant LOI

ODOT PID # _____ Date: _____
Project Name: _____
Name of Consultant: _____
Name of Evaluator: _____

Category	Total Value	Scoring Criteria	Score
Management & Team			
Project Manager	10	See Note 1	
Strength/Experience of Assigned Staff including Subconsultants	25	See Note 3	
Cost Containment including current overhead rate	10		
Firm's Current Workload/ Availability of Personnel	10	See Note 4	
Consultant's Past Performance	30	See Note 5	
Project Approach	15		
Total	100		

If applicable, has Consultant met DBE? _____ Yes. _____ No.

Consultants are not eligible for selection if their LOI does not meet the stated goal.

Rating Form Notes

- (1) The proposed project manager for each consultant shall be ranked, with the highest ranked project manager receiving the greatest number of points, and lower ranked project managers receiving commensurately lower scores. The rankings and scores should be based on each project manager's experience on similar projects and past performance. The selection committee may contact ODOT and other outside agencies if necessary. Any subfactors identified should be weighed heavily in the differential scoring.
- (2) Differential scoring should consider the relative importance of the project manager's role in the success of a given project. The project manager's role in a simple project may be less important than for a complex project, and differential scoring should reflect this, with higher differentials assigned to projects that require a larger role for the project manager.
- (3) The experience and strength of the assigned staff, including subconsultant staff, should be ranked and scored as noted for Number 1 above, with higher differential scores assigned on more difficult projects. Any subfactors identified in the project notification should be weighed heavily in the differential scoring.
- (4) As noted above, ODOT and other outside agencies may be contacted.
- (5) The consultants' past performance on similar projects shall be ranked and scored on a relative, differential scoring type basis, with the highest ranked consultant receiving a commensurately greater number of points. The selection team may consider contacting ODOT and other outside agencies as appropriate to obtain ratings.
- (6) The differential scoring should consider the complexity of the project and any subfactors identified in the project notification.
- (7) The consultant's workload and availability of qualified personnel, equipment and facilities shall be ranked and scored on a relative, differential scoring type basis. The selection team shall consider an equitable distribution of work to similarly qualified firms.

Project Descriptions

Project: ODOT PID # 82555

Eastgate North Frontage Road

Estimated Construction Cost: \$2,700,000

Realignment of the Eastgate North Frontage Road dictated by reconfiguration of the SR 32 westbound exit ramp and the Eastgate Boulevard westbound entrance ramp onto SR 32 at the Eastgate Boulevard interchange with SR 32. The project is approximately two thousand (2000) feet in length and will include a three lane boulevard curbed cross section and closed storm system, street lighting, with landscaping, and a signal at the ramp intersection.

Selected Consultant will develop new alignment alternatives.

ODOT Project Development Process (PDP) for Minor Projects Steps 1 thru 8.

NEPA Process CE.

ODOT Prequalification Required:

- Non-complex Roadway Design
- Right-of-Way Plan Development
- Subsurface Utility Engineering
- Basic Traffic Signal Design
- Complex Lighting Design
- Environmental Document Preparation – CE
- ESA Screening, Phase I ESA and Phase II ESA

Project: ODOT PID # 82558

Tina Drive Extension

Estimated Construction Cost: \$1,200,000

The reconstruction of the Bell's Lane/SR 32 intersection in connection with the I275/SR32 Interchange project creates a cul-de-sac of existing Bell's Lane. The Tina Drive Extension is required to provide access for the surrounding residential neighborhoods to Old SR 74, which is being reconstructed as a part of the I-275/SR 32 interchange. The connection must be made before access can be closed at existing Bell's Lane allowing for the construction of the new intersection. The project is approximately one thousand (1000) feet in length, with a two (2) lane curbed cross section with four (4) foot paved shoulders and a turn lane at Old SR 74. The project will include a closed storm system.

Minimum right-of way width is 50 feet.

ODOT Project Development Process (PDP) for Minor Projects Steps 1 thru 8.

NEPA Process CE.

ODOT Prequalification Required:

- Non-complex Roadway Design
- Right-of-Way Plan Development
- Subsurface Utility Engineering
- Environmental Document Preparation – CE
- ESA Screening, Phase I ESA and Phase II ESA
- Ecological Surveys
- Wetland Delineation
- Wetland Mitigation

Project: ODOT PID # 82581

Amelia-Olive Branch Relocation

Estimated Construction Costs: \$4,000,000 Roadway, \$1,750,000 Sanitary Sewer

This project involves the construction of a “relocated” Amelia-Olive Branch Road from just north of the existing Clough Pike intersection approximately ninety-one hundred (9100) feet to the current Old SR 74 intersection with Olive Branch-Stonelick Road. The project will provide a direct connection from SR 125 north to the Olive Branch-Stonelick Road interchange with SR 32. The project will replace existing Amelia-Olive Branch Road (which will be left in place for residential access) with a three (3) lane, access controlled facility. Industrial traffic will be able to use Armstrong Boulevard and Old SR 74 to access the new interchange with the Amelia-Olive Branch Road improvements providing the necessary north-south collector.

Provide a preliminary design of a gravity sewer that will extend from the existing 18” sewer along Old SR 74 (between Olive Branch-Stonelick and Amelia-Olive Branch Roads) to the East Clough Lift Station, which is located just west of Amelia High School along Clough Pike. The estimated length of the proposed sewer is 10,000 feet. The preliminary design will incorporate the following needs:

- a. Sized to allow for elimination of the East Clough Lift Station (2,800 gpm), the Shayler Crossing Lift Station (175 gpm), and for future development of property tributary to the proposed sewer.
- b. A constructible alignment that will be acceptable to OEPA (minimal stream crossings) and will be within the proposed roadway right-of-way as much as possible.

DBE Goal – 10%

Modified ODOT Project Development Process (PDP) for Minor Projects Steps 1 thru 3.

NEPA Process CE.

ODOT Prequalification Required:

- Non-complex Roadway Design
- Right-of Way Plan Development
- Basic Traffic Signal Design
- Environmental Document Preparation – CE
- ESA Screening, Phase I ESA and Phase II ESA
- Aquatic Ecology Survey
- Terrestrial Ecology Survey
- Wetland Delineation
- Wetland Mitigation

Selection Subfactors:

- Land Use Planning
- Public Project Finance Planning
- Sanitary sewer design and permitting

Project: ODOT PID # 82582

Old SR 74 Widening

Estimated Construction Costs: \$2,500,000

The Old SR 74 Widening Improvements extend approximately thirty-five hundred (3500) feet from the existing Olive Branch-Stonelick Road intersection with Old SR 74 to Armstrong Boulevard. The widening of Old SR 74 will upgrade the facility to three lanes with paved shoulders and curbed cross section with closed storm system.

DBE Goal – 10%

Modified ODOT Project Development Process (PDP) for Minor Projects Steps 1 thru 3.

NEPA Process CE.

ODOT Prequalification Required:

- Non-complex Roadway Design
- Right-of-Way Plan Development

Project: ODOT PID # 82590

Bauer Road/SR 32 Intersection

Estimated Construction Costs: \$6,300,000

The construction of the Herold Road/SR 32 interchange, described separately, will allow for modifications to the current at-grade access at Bauer Road on SR 32. Options will be examined relative to the closure of the intersection pending completion of the Herold Road interchange and a proposed frontage road from Bauer Road to Half Acre Road on the north side of SR 32. Environmental “red flag” analysis has been completed for this area.

ODOT Project Development Process (PDP) for Minor Projects Steps 1 thru 3.

NEPA Process CE.

ODOT Prequalification Required:

- Complex Roadway Design
- Interchange Justification/Modification Study
- Right-of-Way Plan Development
- Level 2 Bridge Design
- Basic Traffic Signal Design
- Complex Lighting Design
- Environmental Document Preparation – CE
- ESA Screening, Phase I ESA and Phase II ESA
- Ecological Surveys
- Wetland Delineation
- Wetland Mitigation

Selection Subfactor:

- Economic Development Planning
- Land use Planning
- Public Project Finance Planning

Project: ODOT PID # 82587

Herold Road/SR 32 Interchange

Estimated Construction Cost: \$12,000,000

Due to safety, access, and congestion concerns, the at-grade crossing of SR 32 at Herold Road will be replaced by an interchange approximately one-thousand (1000) feet west of existing Herold Road. Herold Road will be relocated on the north and south sides of SR 32 to provide local network connectivity. Environmental “red flag” analysis has been completed for this area.

ODOT Project Development Process (PDP) for Minor Projects Steps 1 thru 3.

NEPA Process CE.

ODOT Prequalification Required:

- Complex Roadway Design
- Interchange Justification/Modification Study
- Right-of-Way Plan Development
- Level 2 Bridge Design
- Basic Traffic Signal Design
- Complex Lighting Design
- Environmental Document Preparation – CE
- ESA Screening, Phase I ESA and Phase II ESA
- Ecological Surveys
- Wetland Delineation
- Wetland Mitigation

Selection Subfactors:

- Economic Development Planning
- Land Use Planning
- Public Project Finance Planning

Project: ODOT PID # 82586

SR 32 Frontage Road – Bauer Road to Half Acre Road

Estimated Construction Cost: \$10,000,000, \$350,000 Sanitary Sewer

A critical element to the future conversion of SR 32 to a limited access facility from the Village of Batavia to the Brown County Line will be the construction of frontage roads that will provide access to residential and commercial development to and from the existing and proposed interchanges. As a result of the *2002 SR 32 Corridor Land Use Vision Plan*, adopted by the Clermont County Board of Commissioners in November of 2002, a frontage road has been planned for the north side of SR 32 that would connect Bauer Road, the Herold Road interchange, the Batavia Road interchange, and the Half Acre Road interchange. The planned roadway would require a minimum of three (3) lanes, curbed cross section and closed storm system, lighting, and traffic control at predetermined access locations. The estimated length of the project is eighteen thousand (18,000) feet or 3.4 miles. Environmental “red flag” analysis has been completed for this area.

As part of the design of the SR 32 Frontage Road, a portion of the existing sanitary sewer between Batavia Road Interchange and Half Acre Road interchange may be relocated to follow the roadway alignment. The existing sewer is 24” PVC and the relocated sewer will also need to be a 24” PVC sewer.

ODOT Project Development Process (PDP) for Minor Projects Steps 1 thru 3.

NEPA Process CE.

ODOT Prequalification Required:

- Complex Roadway Design
- Interchange Justification/Modification Study
- Right-of-Way Plan Development
- Level 2 Bridge Design
- Basic Traffic Signal Design
- Complex Lighting Design
- Environmental Document Preparation – CE
- ESA Screening, Phase I ESA and Phase II ESA
- Ecological Surveys
- Wetland Delineation
- Wetland Mitigation

Selection Subfactor:

- Economic Development Planning
- Land Use Planning
- Public Project Finance Planning
- Sanitary sewer design and permitting

Project: ODOT PID# 82588

Batavia Road/SR 32 Interchange Improvements

Estimated Construction Costs: \$5,750,000 Roadway

This project involves reconfiguration of the existing interchange at Batavia Road and SR 32, which includes a westbound entrance lane and eastbound exit lane, both lanes being on the west side of the Batavia Road bridge over SR 32. Also, provisions will be made for the connections to the SR 32 Frontage, described previously, on the north side and Front Wheel Drive on the south side. Environmental “red flag” analysis has been completed for this area.

ODOT Project Development Process (PDP) for Minor Projects Steps 1 thru 3.

NEPA Process CE.

ODOT Prequalification Required:

- Complex Roadway Design
- Interchange Justification/Modification Study
- Right-of-Way Plan Development
- Level 2 Bridge Design
- Basic Traffic Signal Design
- Complex Lighting Design
- Environmental Document Preparation – CE
- ESA Screening, Phase I ESA and Phase II ESA
- Ecological Surveys
- Wetland Delineation
- Wetland Mitigation

Selection Subfactors:

- Economic Development Planning
- Land Use Planning
- Public Project Finance Planning

Project: ODOT PID # 82589

McKeever/DeLa Palma Intersections at SR 32

Estimated Construction Cost: \$14,500,000

Elimination of existing at-grade intersections on SR32 at McKeever Pike and De La Palma Road which present long-term safety and congestion problems. To accomplish this access management goal, new grade separated access points and service roads need to be constructed on the north and south sides of SR 32 from McKeever Pike to De La Palma Road. Planning for future land use, water, sanitary, and storm sewer will be required in the development of access management plan. Environmental “red flag” analysis has been completed for this area.

ODOT Project Development Process (PDP) for Minor Projects Steps 1 thru 3.

NEPA Process CE.

ODOT Prequalification Required:

- Non-complex Roadway Design
- Interchange Justification/Modification Study
- Right-of-Way Plan Development
- Level 2 Bridge Design
- Basic Traffic Signal Design
- Environmental Document Preparation – CE
- ESA Screening, Phase I ESA and Phase II ESA
- Wetland Delineation
- Wetland Mitigation

Selection Subfactors:

- Economic Development Planning
- Land Use Planning
- Public Project Finance Planning
- Public water, sewer and stormwater utility service area planning

Project: ODOT PID # 79111

Business 28 – Phase 1 Improvements

Estimated Construction Cost: \$6,000,000 Roadway, \$670,000 Water main

Improvements include widening of existing Business 28 to five (5) lanes and consolidation of access points, from the western intersection with SR28 to four hundred (400) feet east of Cook Road for a total length of thirty seven hundred (3700) lineal feet. In addition to lane widening, the project involves access management along Business 28, curb and gutter drainage installation, street lighting, and concrete walk construction and landscaping.

In addition, the improvements include design of a new 12" water main (to replace the existing 6" & 8" water main installed in 1959) from the existing 8" water main just east of I-275 to the existing 12" water main along Cook Road just north of Meadowcreek Drive. The total length of water main is approximately 5,560 feet.

ODOT Project Development Process (PDP) for Minor Projects Steps 4 thru 8

NEPA Process CE.

ODOT Prequalification Required:

- Non-complex Roadway Design
- Right-of-Way Plan Development
- Subsurface Utility Engineering
- Basic Traffic Signal Design

Selection Subfactors:

- Economic Development Planning
- Land Use Planning
- Public Project Finance Planning
- Public water main design and permitting

Project: ODOT PID # 82563

SR 28 Corridor Improvements (Branch Hill–Guinea Pike to SR 48)

Estimated Construction Cost: \$7,500,000

Conduct Corridor Study to examine land use, zoning, and roadway capacity and to develop an access management strategy for the SR 28 Corridor from Branch Hill – Guinea Pike to SR 48. Strategy should address safety, capacity, local access and regional mobility issues, and incorporate measures to preserve function of roadway in view of future land use and economic development potential.

ODOT Project Development Process (PDP) for Minor Projects Steps 1 and 2

NEPA Process CE.

ODOT Prequalification Required:

- Non-complex Roadway Design
- Right-of-Way Plan Development
- Basic Traffic Signal Design
- Environmental Document Preparation – CE
- ESA Screening

Selection Subfactors:

- Economic Development Planning
- Conservation Development
- Land Use Planning

Project: ODOT PID # 82139

Wolfpen-Pleasant Hill Improvements

Estimated Construction Cost: \$3,500,000

The Wolfpen-Pleasant Hill improvements will provide a minimum of three (3) lanes from just south of Allen Drive (500 feet south of By-Pass 28) to SR 131. Wolfpen-Pleasant Hill has experienced a significant traffic increase following the construction of By-Pass 28. The addition of a turn lane will accommodate access to and from Wolfpen-Pleasant Hill Road from the existing curb cuts created by residential construction. Additionally, a right-hand turn lane will be provided for access to Milford High School. The project will include curbed cross section and closed storm drainage and sidewalk.

DBE Goal – 10%

ODOT Project Development Process (PDP) for Minor Projects Steps 1 thru 8.

NEPA Process CE.

ODOT Prequalification Required:

- Non-complex Roadway Design
- Right-of-Way Plan Development
- Subsurface Utility Engineering
- Basic Traffic Signal Design

Project: ODOT PID # 82140

SR 28 Improvements – Castleberry Court to I-275

Estimated Construction Cost: \$2,000,000

Project includes improvements to SR 28 in Milford, Miami Township, Clermont County, Ohio from east of Castleberry Court twenty-five hundred (2500) feet to the interchange at I-275. The project will include the widening of SR 28 to five lanes, curb and gutter cross section, to relieve congestion at the ramp locations, and the installation of a traffic signal at Castleberry Court. The project compliments a planned ODOT safety project at the SR 28/I-275 interchange.

ODOT Project Development Process (PDP) for Minor Projects Steps 1 thru 8.

NEPA Process CE.

ODOT Prequalification Required:

- Non-complex Roadway Design
- Interchange Justification/Modification Study
- Right-of-Way Plan Development
- Subsurface Utility Engineering
- Basic Traffic Signal Design

Project: ODOT PID # 82577

Environmental Services Task Order

Task order includes development of environmental mitigation and streamlining strategy for the CCTID RTIP program of projects, consistent with the Eastern Corridor FEIS, ROD, ODOT PDP process and Eastern Corridor Statement of Intent (SOI). The strategy shall be integrated with local watershed management, water quality protection, storm water management, and green infrastructure development to support project design, mitigation and permitting conducted through the CCTID. The strategy should identify opportunities and establish processes for environmental permit streamlining. The strategy should also identify strategies and opportunities, including incentives for conservation development.

Task order also involves providing environmental document, CE and 4(f) and waterways permit preparation; performing ecological surveys, wetland mitigation plans, wetland delineations, air quality analysis, noise analysis and abatement design, archaeological investigations, and ESA screening, Phase I & II studies and remedial design, for various projects on the Clermont County TID Regional Transportation Improvement Plan.

DBE Goal – 15% DBE firms are encouraged to submit LOI as prime for task order projects in disciplines where the firm meets prequalification requirements.

ODOT Prequalification Required:

- Environmental Document Preparation EA/EIS
- Environmental Document Preparation CE
- Environmental Document Preparation Section 4(f)
- Ecological Surveys
- Wetland Mitigation
- Waterway Permits
- Wetland Delineation
- Air Quality Analysis
- Noise Analysis and Abatement Design
- Archaeological Investigations
- History/Architectural Investigations
- ESA Screening, ESA Phase I & II
- ESA Remedial Design

Selection Subfactors:

- Economic Development Planning
- Conservation Development
- Land Use Planning

Project: ODOT PID # 82578

Integrated Traffic Modeling and Simulation Task Order

Task order involves coding and model runs, including post-processing and analysis, of the OKI Regional Travel Demand Modeling for the CCTID RTIP Projects as a basis for the development of micro-simulation and traffic modeling using tools approved by ODOT Office of Technical Services. Micro-simulation is intended to demonstrate the benefits, in terms of regional and local capacity, mobility, access and network efficiency, of the CCTID RTIP on the state and federal transportation network, to qualify the projects as TSM projects under the EC Tier 1 ROD, and to effectively guide the CCTID in financial resource allocation toward the most effective prioritization of projects. Micro-simulation analysis will involve evaluation of the changes in traffic patterns occurring “with and without” improvements. Modeling and simulation are intended to provide the detailed information, including capacity requirements, turn lane lengths, signal coordination and timing, necessary to provide design scope information for the CCTID RTIP projects.

ODOT Prequalification Required:

- Interchange Justification/Modification Study
- Safety Study
- Basic Traffic Signal Design
- Traffic Signal System Design

Selection Subfactors:

- Economic Development Planning
- Site Plan Development
- RTDM Modeling
- Micro-simulation
- Experience with VISSIM
- Knowledge of SYNCRO
- Knowledge of HCMS

Project: ODOT PID # 82579

Real Estate Appraisal & Acquisition Services Task Order

Task order involves development of a strategic approach to real estate and right-of way acquisition supporting a program level project development methodology. Strategic approach must meet the requirements of the Uniform Acquisition Act and related federal and state statutes, while facilitating responsiveness to private sector initiatives and development opportunities. The strategic approach should incorporate the capabilities available to TID's to provide a template for timely and cost effective right-of-way preservation actions by CCTID.

Task order also involves providing title research, value analysis, appraisal, appraisal review, negotiation, closing, relocation and relocation review services on a parcel specific basis.

Task order may require survey and preparation of right-of-way plans.

ODOT Prequalification Required:

- Right of Way Acquisition Services
- Title Research
- Value Analysis
- Appraisal
- Appraisal Review
- Negotiation
- Closing
- Relocation
- Relocation Review
- Right of Way Plan Development
- Survey

Selection Subfactors:

- Economic Development Planning
- Site Plan Development
- Interest Based Problems Solving

Project: ODOT PID # 82580

Geotechnical Services Task Order

Task order involves the performance of subsurface investigations of soil and rock related to highway and structure (bridge, retaining walls) design as described in ODOT's Specifications for Subsurface Investigations, for identified areas within the CCTID RTIP. The task order also involves development of a general geotechnical description of the program area in GIS format.

Task order also requires the performance of geotechnical testing of soil and rock as described in ODOT's Specification for Subsurface Investigation, Phase III Testing Program, on an "if authorized" basis as required by conditions.

DBE Goal – 15% DBE firms are encouraged to submit LOI as prime for task order projects in disciplines where the firm meets prequalification requirements.

ODOT Prequalification Required:

- Geotechnical Engineering Services
- Geotechnical Testing Laboratory

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